



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adoption of Short Range Transit Plan

MEETING DATE: July 21, 19093

PREPARED BY: Assistant City Manager

RECOMMENDED ACTION: That the City Council adopt the Short Range Transit Plan (SRTP) as presented by the Council of Governments (COG) and City staff.

BACKGROUND: COG has assisted City staff in preparing a Short Range Transit Plan (SRTP) to provide supporting documentation for Federal and other grant applications. The plan establishes the need for transit capital and operating grant assistance. The plan also provides input to the budget planning process. The plan is intended to include a program of capital projects which are transmitted to COG for inclusion in the Federal Transportation Improvement Program (TIP). All requests for federal capital assistance are required to appear in the COG's TIP.

The City of Lodi must make numerous assurances and certifications when Federal Section 9 Grant applications are submitted to the Federal Transportation Administration (FTA). One certification is the Section 9 Certification. The Certification states that the City of Lodi has available the amount of required local match funds, and that the City will comply with requirements of Sections 8 and 16 of the Federal Transportation Act. Section 8 of the Act includes the planning requirements.

Section 8 focuses on the planning activities of the COG and encompasses local planning efforts. An excerpt from Section 8 of the Federal Transit Act follows:

"SECTION 8. (a) GENERAL REQUIREMENTS.--It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan area, and the Nation. The process for developing such plans and programs

APPROVED

THOMAS A. PETERSON
City Manager



recycled paper

Adoption of Short Range Transit Plan
July 21, 1993
Page Two

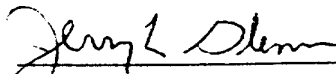
shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems."

Based on the General Requirements of Section 8, COG justifies the need for SRTP's in urbanized areas. The City of Lodi has already submitted the Section 9 grant application for federal funding of the transit system, however, in the future, it will be desirable to update the SRTP prior to submitting grants requests. The SRTP will be an operative document which will be a five year picture of the City's transportation program.

A copy of the SRTP is on file with the City Clerk's Office. In addition, Council Members were provided with a copy of the SRTP prior to the July 20, 1993 shirtsleeve session.

FUNDING: None.

Respectfully submitted,



Jerry L. Glenn
Assistant City Manager

Prepared by Janet S. Keeter, Administrative Assistant to the City Manager

LODI PUBLIC TRANSIT



SHORT RANGE TRANSIT PLAN FY 1993-94 Through FY 1997-98

(DRAFT)

TABLE OF CONTENTS

CHAPTER		PAGE
1	Purpose of Plan	1-1
2	Description of the Lodi Setting	2-1
3	Description of Lodi Public Transit System	3-1
4	Service Goals, Objectives & Performance Measures	4-1
5	Five Year Service and Capital Plan: FY 1993-94 Through FY 1997-98	5-1
6	Financial Analysis	6-1

JULY 13, 1993

TABLE OF FIGURES

FIGURE	PAGE
3-1 Lodi Public Transit - Study Area	3-2
3-2 Origin of Trips Made by Lodi Public Transit, July 1992 - June 1993	3-4
3-3 Lodi Public Transit Operating Characteristics, FY 82-83 Through FY 92-93	3-6
3-4 Lodi Public Transit Fleet Inventory	3-7
5-1 Five Year Service Plan: Ridership and Service Hour Projections	5-7
5-2 Five Year Capital Program	5-8
6-1 Five Year Financial and Operating Plan	6-8

CHAPTER 1

PURPOSE OF PLAN

This document represents the Lodi Short Range Transit Plan (SRTP). It covers the five year planning period from FY 1993-94 through FY 1997-98. This plan builds upon findings and recommendations of the Lodi Transit Needs Assessment and System Development Plan which was completed in August, 1992. This SRTP helps implement the transit system development recommendations which were reviewed and accepted by both the Lodi City Council and the San Joaquin County Council of Governments in the Fall of 1992.

The primary objective of the SRTP is to provide the City of Lodi with a planning document that fulfills the requirements for maintaining eligibility for federal funds. Secondly, the plan serves as a management tool to guide the overall development of the Lodi Public Transit System.

The plan identifies current and future transit system concerns such as: system operations, capital acquisition, system management and funding considerations. In addition, performance measures are defined to help measure achievement of system goals and objectives. The measures provide a means to evaluate current system performance and system performance trends.

This report includes 6 chapters. Chapter 1 describes the purpose of the plan and its contents. Chapter 2 describes the Lodi setting, its population, land-use and activity centers. Chapter 3 includes a description of the current Lodi Public Transit System. Chapter 4 sets forth the goals, objectives and performance measures for the public transit system. These goals and objectives are drawn from the Lodi Transit Needs Assessment and System Development Plan, the performance measures have been added to help provide some measurable evaluation tools for assess transit system performance. Chapter 5 outlines a five year service and capital plan for the City of Lodi and includes a discussion of the transition of the system from strictly a dial-a-ride service to one that includes a fixed route component. This chapter also identifies the capital needs associated with the service plan. Chapter 6 concludes with an overall financial analysis that identifies both revenues and costs associated with this plan.

This Short Range Transit Plan is a living document; it will be updated annually. The update will include the addition of one planning year as well as an evaluation of system performance for the year just ending.

CHAPTER 2**DESCRIPTION OF THE LODI SETTING**

Lodi Public Transit operates throughout the City of Lodi. In addition, service is provided to the unincorporated community of Woodbridge and to the Acampo Mobile Home Park and the Freeway Mobile Home Park. In order to understand the dynamics of transit demands placed on the Lodi Public Transit service, it is helpful to get a feel for the setting or environment in which the service operates.

The City of Lodi is a growing urban area located in the northern end of the San Joaquin Valley. The City is located 90 miles east of San Francisco, 34 miles south of Sacramento and 15 miles north of Stockton.

Population:

Between 1970 and 1990 the city's population grew nearly 81 percent and is expected to grow by another 37 percent between 1990 and 2010. Significant increases in housing and the number of jobs in Lodi are also anticipated during the next 20 years. Table 2-1 below illustrates actual and projected growth and development between 1970 and 2010 for the city.

Year	Population	Housing Units	Employment
1970	28,691	10,333	Unavailable
1980	35,221	14,811	15,096
1990	51,874	19,267	19,977
2000	61,444	23,650	23,926
2010	71,014	28,032	27,875

Source: Growth projections are from the San Joaquin County Community Development Department (May, 1993) "General Plan 2010, Detailed Data Inputs".

The current Lodi City population can be further defined in terms of age and income

characteristics. The 1990 census of population reveals that 16% of Lodi's population is 65 years old or older and 25% is under age 18. Countywide only 11% of the population is 65 years old or older and 30% is under age 18. Lodi's population is generally older than the county average.

The 1990 census reported median household income in Lodi was \$30,739 and median family income was \$35,795. This is very similar to the countywide income data where the median household and family income figures are \$30,635 and \$34,701, respectively.

Census reports also reveal that 6,284 or 12% of all persons living in Lodi in 1990 were below the poverty level. This is slightly lower than the countywide figure of 15% persons living below the poverty level in 1990.

The 1990 census also reveals that 27,996 (72%) of the residents over 18 years of age have completed high school (or its equivalent) and 4,840 (12%) have four or more years of college. The high school completion rate countywide for residents over 18 years of age is 68% and 12% have four years or more of college.

Approximately 17% of the population are persons of hispanic origin. The census also asked questions about the language spoken at home. About 12% of the population speak Spanish at home and 30% of those persons speak English "not at all". The census reveals that about 4% of the overall population speak English "not at all", this includes homes where Spanish or other non-English language is spoken.

This demographic information should be considered when designing marketing material for the Lodi Public Transit Service.

Industry

Lodi is surrounded by a highly productive agricultural area which plays an important role in the City's economy. The approximately 300,000 acres of rich agricultural lands in the Lodi district produce farm products ready for harvest and shipping almost every month of the year. But Lodi is more than an agricultural center. Clean air industries such as health care and education contribute to the City's economic base. Principal industries in the Lodi area include agriculture, food processing, health services, and retail. Major employers include General Mills (900 employees); Lodi Unified School District (2,250); Pacific Coast Producers (300 full-time and 1,500 seasonal); and Lodi Memorial Hospital (650).

Land-Use

Lodi has developed over the years in a grid pattern. The City encompasses an area that includes approximately 12 square miles. The downtown area is dominated by public and commercial uses but residential development is well integrated with the downtown services. Industry is primarily located in the eastern portion of town, along the Southern Pacific rail-road tracks and east of State Highway 99. It is also found in the northwest part of town where General Mills is located.

Air Quality

Another important aspect of the Lodi Public Transit setting is air quality. Currently the entire San Joaquin Valley is a "non-attainment" area under the federal and state air quality acts. "Improved public transit" is a state and federally approved transportation control measure (TCM). Under the Valleywide TCM Program now being developed, Lodi and all similar areas will be required to improve transit services. Steps need to be taken in all areas of the Valley to mitigate the air quality problems. Improvements in Lodi's public transit system will reduce emissions and contribute positively to regional clean air quality goals to the extent that the improvements attract riders away from the use of their private automobile. This is not to say that transit is the answer to air quality problems, but certainly transit has a role to play in the attainment of clean air.

Funding to support transit improvements in non-attainment areas is available under the Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ). Limited funds are also available from the San Joaquin Valley Unified Air Pollution Control District.

Congestion Management

In November 1991, the San Joaquin County Council of Governments adopted a Congestion Management Program (CMP) for San Joaquin County. This program grew out of requirements of Proposition 111, "The Traffic Congestion Relief and Spending Limitation Act of 1990". The CMP is designed to reduce automobile congestion by (a) coordinating land use, air quality, and transportation planning within the county, and (b) integrating local, regional, and state planning policies. As a result, the CMP describes specific transit standards and sets minimum performance requirements that are to be implemented by transit operators in the county. This CMP standards are incorporated into the performance measures of this Short Range Transit Plan. Improvements to Lodi's public transit system are intended to help reduce traffic congestion and achieve the transit standards outlined in the Congestion Management Plan.

CHAPTER 3

DESCRIPTION OF LODI PUBLIC TRANSIT SYSTEM

This section describes public transit service provided in the City of Lodi. Specific issues discussed include the operation of Lodi Public Transit, its major transit destinations and ridership, fare structure, and system maintenance requirements.

Service Description and Hours

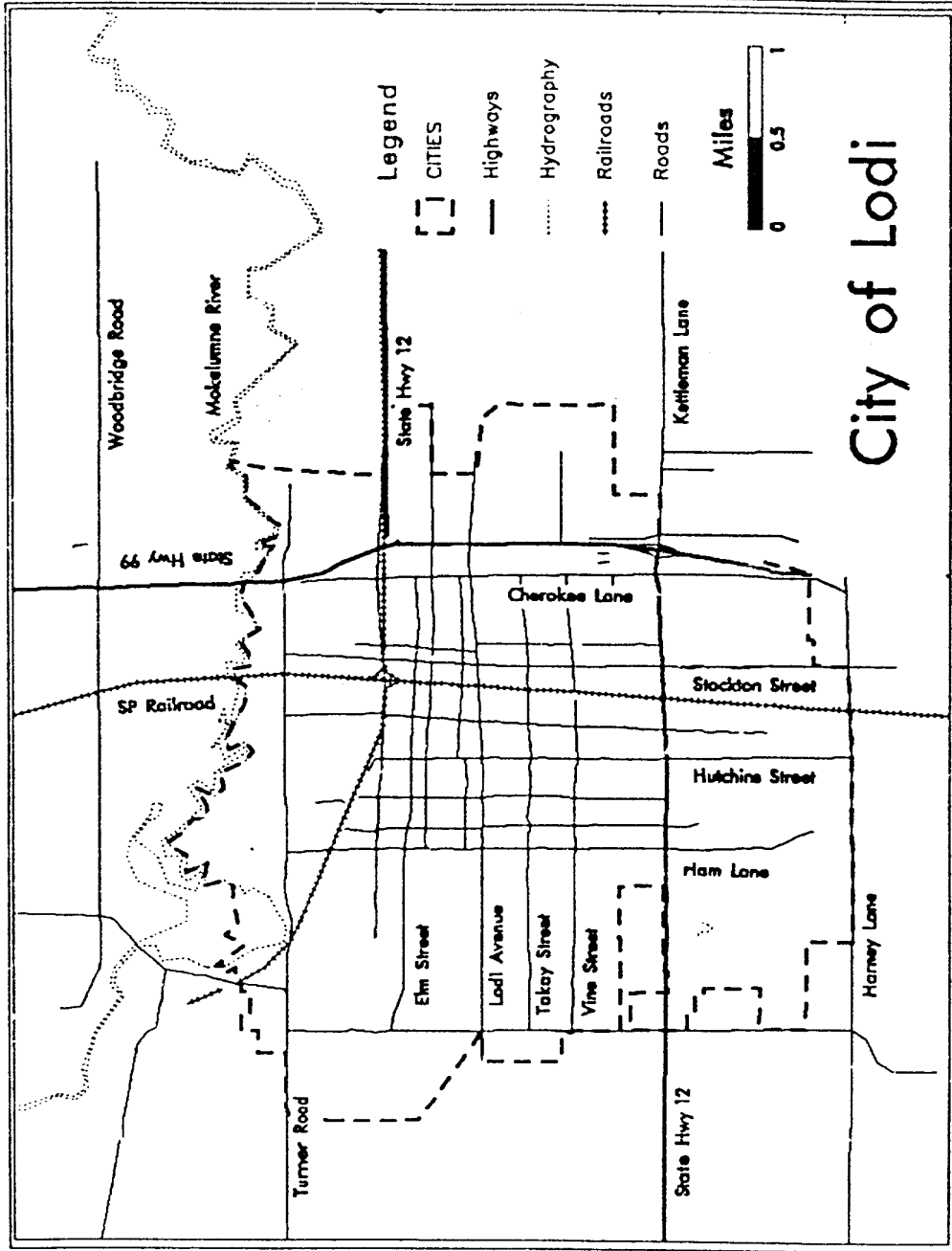
The Lodi Public Transit service is a general public demand-response type service referred to as Dial-A-Ride. Service is available Monday through Friday from 7 a.m. to 7 p.m., Saturdays between 9 a.m. and 5 p.m. and on Sundays between 12 noon and 5 p.m. The Sunday service began as a trial service on February 7, 1993. After a 2½ month trial, the City Council agreed to continue the Sunday transit service hours indefinitely. The service is available on call, but subscription service (i.e., pickup at a prearranged future date and time) is not available.

Service Area

The Lodi Public Transit service area consists of the City of Lodi, plus the unincorporated areas of Woodbridge, the Arbor Mobile Home Park in Acampo, and the Freeway Mobile Home Park located south of the Lodi City limits. Service to this unincorporated area is provided under a contractual arrangement between Lodi and San Joaquin County. Added together, the service area is approximately 13 square miles in size.

As shown in Figure 3-1, the city is served by a grid pattern street system. Major north-south roadways include Lower Sacramento Road, Ham Lane, Hutchins Street, Stockton Street, Cherokee Lane/Business-99, and State Route 99. Major east-west facilities include Turner Road, Lockeford Street, Pine Street, Lodi Avenue, Kettleman Lane (State Route 12), and Harney Lane. Kettleman Lane provides regional access to and from the west.

Figure 3-1: Lodi Public Transit - Study Area



Major Transit Destinations

Based on discussions with City staff and a review of ridership logs, indications are that major travel destinations in Lodi include Hutchins Street Square, downtown Lodi, Lodi Memorial Hospital and the other medical facilities along South Fairmont Avenue, several area grocery stores (Raleys, Frys, Safeway and SMART FOODS), the Vineyard shopping center on Kettleman Lane, Mervyn's Department Store, the Walmart Shopping Center, K-Mart Shopping Center, and the Loel Center.

Organizational Structure

Lodi Public Transit is operated by the City of Lodi. Overall management of the system is the responsibility of the Assistant City Manager while day-to-day operation of the transit service is provided by an Administrative Assistant to the City Manager. Maintenance of the public transit fleet is done in-house by the City's Public Works Department. Drivers and dispatchers are contract-employees of the City of Lodi. There are 13 drivers, including 3 part-time drivers, and 3 dispatchers, including 1 part-time dispatcher.

System Ridership, Service Hours and Service Miles

Lodi City took over direct operation of the transit system in September, 1992. Figures 3-2 and 3-3 reflect service operations. Information from the last three months of the fiscal year indicate that about 87% of the passengers qualify for discount fares because of their age or a disability, the remaining 13% of the passengers pay the full fare for a trip. Figure 3-2 shows the break down between city and county transit riders. Approximately 95% of the people who ride Lodi Public Transit are people travelling to and from destinations within the city limits as illustrated in Figure 3-2.

Transit system ridership has increased from 56,389 to 89,436 during the ten year period between Fiscal Years (FY) 82-83 and FY 91-92, a 58 percent increase.

Average weekday ridership is 330 passengers, average ridership on Saturday is 119. Sunday ridership averages 49 passengers per day but ridership has been growing since the Sunday service was initiated. Ridership counts for FY 1992-93 total 88,622 trips. This represents a 1 percent ridership decrease over the prior fiscal year. The decline can be attributed to several factors including the weak economy and problems encountered early in the fiscal year with the contract operator and the resulting switch

Figure 3-2

Origin of Trips Made by Lodi Public Transit
July 1992 - June 1993

Month	City	%	County	%	Subtotal	CDBG	TOTAL
July	6165	95.3	307	4.7	6472	156	6628
August	6274	94.6	355	5.4	6629	77	6706
September	5709	95.1	297	4.9	6006	22	6028
October	6593	95.0	349	5.0	6942	32	6974
November	5531	93.9	357	6.1	5888	1122	7010
December	4409	92.5	358	7.5	4767	3462	8229
January	5591	94.1	353	5.9	5944	1909	7853
February	6695	93.6	455	6.4	7150	165	7315
March	7745	94.0	494	6.0	8239	152	8391
April	7556	95.2	385	4.8	7941	130	8071
May	7073	95.1	361	4.9	7434	68	7502
June	7458	95.1	383	4.9	7841	74	7915
TOTAL	76799	94.5	4454	5.5	81253	7369	88622

"County" area includes Woodbridge, Acampo and Freeway Mobile Home Park. CDBG represents trips made using "free" trip tickets issued by the Lodi Service Center. It also includes trips made using tickets purchased by the Rotary Club.

Source: City of Lodi

of system management.

Vehicle service hours, the number of hours a system operates over a 12-month period, has increased 75 percent, from 9,448 to 16,576 over the same ten-year period.

There was also growth in the total number of revenue service miles, or the total number of miles traveled by a vehicle used for public transportation for which a fare is collected. Between FY 82-83 and FY 91-92, revenue service miles increased from 97,529 to 184,673 per year, an 89 percent increase over the ten year period. Figure 3-3 shows the changes in these three transit system parameters.

Fare Structure

Current fares for Lodi Public Transit are \$.50 for senior citizens or disabled individuals and \$1.00 for the general public. County service costs an additional \$.50. The service operates on a scrip basis, with the city selling tickets to users.

At the end of each day, drivers reconcile their trip log with the scrip collected.

Up to three persons may ride for the price of one, if travelling from the same origin point to the same destination point. In addition, transit users must be willing to share the vehicle with others.

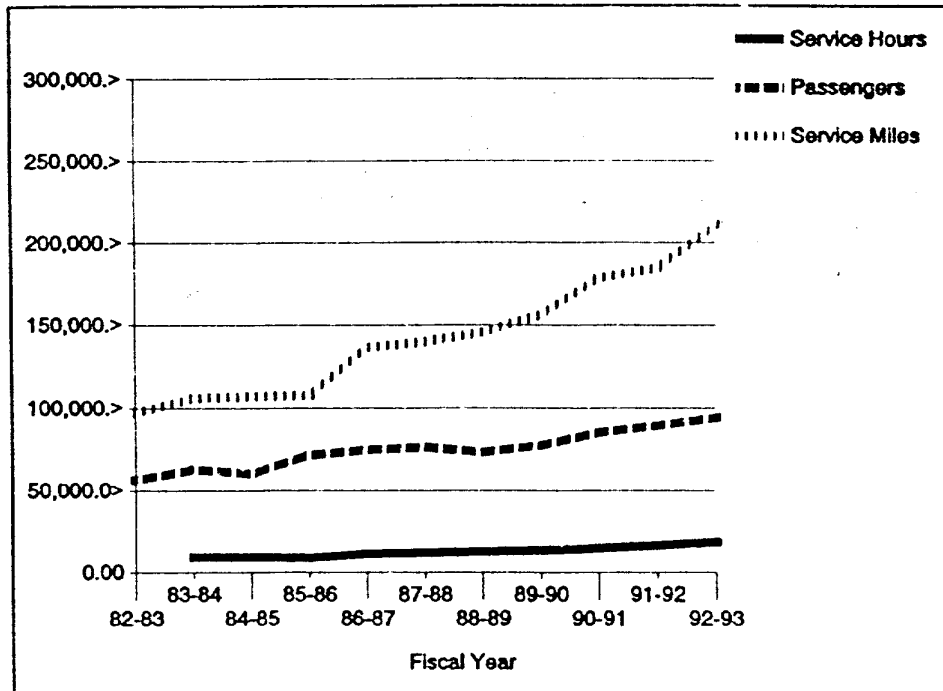
Lodi Public Transit tickets can be purchased at the following locations: Loel Center, Hutchins Street Square, Lodi Memorial Hospital, Farmers & Merchants Bank, and City Hall.

Fleet Maintenance Requirements

Lodi Public Transit currently owns and operates ten transit vehicles. The fleet consists of five 7-passenger Chevrolet Caprice Station Wagons (one is a 1988 model, two are 1989 models, two are 1992 models), three 4-passenger Dodge Diplomat Sedans (model year 1989), and two 5-passenger wheelchair accessible Dodge Caravans (one is a 1989 model, the other is a 1991 model).

The two wheelchair accessible vans feature manually operated ramps. The vans are not lift-equipped, but passengers using wheelchairs can be accommodated if the chair fits on the ramp and the driver is able to maneuver the chair up the ramp.

Figure 3-3

Lodi Public Transit Operating Characteristics
FY 82-83 Through FY 92-93

FY 82-83 through FY 91-92 are actual; FY 92-93 is a year-end projection.

Source: City of Lodi Transit System Performance Audits: June 1986, June 1989, June 1991. COG publication Analysis and Determination of Unmet Transit Needs for Fiscal Year 1993-94.

Maintenance of the public transit vehicles is done by the City's Public Works Department. Over the past several years the City's fleet size has grown from 7 vehicles to 10 vehicles. The carrying capacity of the current fleet is 57 passengers, including two passengers in wheelchairs (drivers are excluded from the calculated carrying capacity).

Dial-A-Ride vehicles receive routine maintenance work every 45 days. This 45-day service check includes oil and filter changes and complete vehicle inspection (fluid levels, brakes, signals, tires, hoses, etc.) If transmissions or radiators need repair, the work is sent to an outside contractor. Radiators needing replacement are taken care of in-house.

Vehicle service work is prioritized among all city vehicles; the Dial-A-Ride fleet has second priority, following City Police vehicles.

Figure 3-4
Lodi Public Transit Fleet Inventory

Vehicle No.	Model Year	Vehicle Make	Seating Capacity	Wheelchair Accessible	Mileage
10-017	1988	Chevrolet Caprice Station Wagon	7	No	104,506
10-018	1989	Chevrolet Caprice Station Wagon	7	No	89,067
10-019	1989	Chevrolet Caprice Station Wagon	7	No	84,986
10-020	1989	Dodge Caravan	5	Yes	84,100
10-021	1989	Dodge Diplomat Sedan	4	No	38,738
10-022	1989	Dodge Diplomat Sedan	4	No	46,812
10-023	1989	Dodge Diplomat Sedan	4	No	31,851
10-024	1991	Dodge Caravan	5	Yes	51,464
10-025	1992	Chevrolet Caprice Station Wagon	7	No	32,218
10-026	1992	Chevrolet Caprice Station Wagon	7	No	22,032

Source: City of Lodi

CHAPTER 4

SERVICE GOALS, OBJECTIVES & PERFORMANCE MEASURES

This section of the plan describes the goals and objectives of the Lodi Public Transit system. These are taken from the Lodi Transit Needs Assessment and System Plan (August, 1992).

These goals strive to represent the values, concerns and desires of the Lodi community for public transit services. The goals are not static, rather they should be reviewed and updated annually to ensure that they accurately reflect the community needs and values in terms of providing public transit services.

This Short Range Transit Plan identifies performance standards for each of the previously identified system goals and objectives. These performance standards will be used to evaluate system performance.

The progressive development of defining goals, objectives and performance standards provides an organized method of defining the purpose and direction of the Lodi Public Transit System. Efforts have been made to avoid setting conflicting and/or unrealistic system goals. Efforts have also been made to identify meaningful and measurable performance standards for each of the transit system objectives.

Goal 1

Meet the transit needs of all city residents

Goal 1 - Objective 1

Monitor and improve service as needed

Performance Standard - Hold at least one public hearing to solicit comments and suggestions about area transit needs. Solicit public input on proposed service changes. Monitor and follow up on all service comments and suggestions, including those found in COG's annual assessment of Unmet Transit Needs. Prepare monthly financial and operating reports and use these reports as management tools.

FY 92-93 Status - The City of Lodi held two public hearings to receive public input on transit needs in FY 1992-93. Testimony was received and recorded. The City implemented Sunday Dial-A-Ride service in response to public testimony suggesting such service.

The annual assessment of unmet transit needs (approved April, 1993) includes a discussion of Lodi's continuing efforts to implement the service development plan outlined in the Lodi Transit Needs Assessment and System Plan. Efforts are underway to transition the Lodi Public Transit System from a strictly demand response service to one that includes a fixed route component. This transition is indicative of Lodi's receptiveness to not only public comment but also the annual assessment of unmet transit needs.

Daily passenger logs are used to compile monthly ridership reports. These reports are used to identify the County's share of the passenger load for billing purposes. The monthly ridership reports also identify the number of senior and disabled riders and the number of general public riders.

The passenger logs are maintained by the Dial-A-Ride dispatchers and include information concerning the time a trip request is made, the time a driver is dispatched to make the trip, and the time the passenger is delivered to his or her trip destination. The City of Lodi usually performs an annual evaluation of its response time by taking a random sample of passenger trips in a month and computing wait time.

Goal 1 - Objective 2

Ensure equipment is compatible with requirements under the Americans With Disabilities Act (ADA)

Performance Standard - 100% of all new vehicles meet ADA accessibility requirements.

FY 92-93 Status - One new station wagon was purchased in FY 92-93. It does not meet ADA accessibility requirements. Two of the ten current Dial-A-Ride vehicles have vehicle ramps and securement devices which accommodate common wheelchairs.

Two new mini-buses with a 12-passenger capacity are on order; delivery is

anticipated in early FY 1993-94. Both vehicles will be lift equipped and in compliance with ADA accessibility requirements.

Goal 1 - Objective 3

Develop cooperative agreements with other area transit providers

Performance Standard - Cooperative service agreements are in effect.

(note: this objective and performance standard should be modified in future years when regional transit service is implemented; Service connections and transfers between Lodi Public Transit and the pending inter-city service should be coordinated in such a manner that the overall system is easy to use (convenient, no confusion) for the customer.)

FY 92-93 Status - The City of Lodi and the County of San Joaquin have a service agreement dated June 2, 1993, stipulating that Lodi City will operate a Dial-A-Ride transit system in the unincorporated areas of Woodbridge, the Arbor Mobile Home Park and the Freeway Mobile Home Park. This agreement covers the period of July 1, 1993 through June 30, 1996 and is subject to annual review.

Goal 1 - Objective 4

Coordinate transit services with congestion management plans, ordinances and the regional transportation plan.

Performance Standard - Transit services meet the CMP transit routing, frequency and coordination standards, and are complementary to local and regional trip reduction measures and ordinance requirements. More specifically, general public demand response service is available throughout Lodi City

(note: this performance standard will change as the City transitions its transportation service to include general public fixed route service. This is because there are additional CMP standards applicable to general public fixed route transit operations).

FY 92-93 Status - The Lodi general public dial-a-ride service is available throughout the City of Lodi as well as in the unincorporated areas of Woodbridge, the Arbor Mobile Home Park and the Freeway Mobile Home Park.

The City of Lodi provided COG with the necessary CMP self-certification materials and the COG made a formal finding that the City was in compliance with the CMP standards and requirements for FY 1991-92. The self-certification report noted that some efforts concerning transit planning were incomplete but that the City intended to complete these efforts as the transit system developed.

The CMP requires that jurisdictions adopt policies or review procedures for determining long range transit needs of new developments, making new developments transit friendly, and making new or reconstructed streets transit friendly. According to Lodi City staff, the current review process for new development proposals does not address local transit needs because the City only has the Dial-A-Ride demand-response service. As the planning process begins for the fixed-route bus system, the City will include a review process for confirming that new development proposals have given due consideration to the needs of the local transit system.

Goal 2

Provide for efficient and cost-effective transit service

Goal 2 - Objective 1

Maintain all vehicles in good working order.

Performance Standard - Conduct routine preventative maintenance inspections of all vehicles. Perform service checks on all vehicles every 45 days.

FY 92-93 Status - Dial-A-Ride operators conduct a routine vehicle inspection each day before their assigned vehicle is placed into service. The pre-operation inspection covers the following vehicle checks: Lights (head, turn signals, stop, tail, flashers), Leaks (fuel, coolant, oil, air), Backup Alarm and Horn, Tires, Windshield Wipers and Washers, Windshield and Mirrors (clean and adjusted), Gauges, Fluids (fuel, oil, water), Steering (pulls, loose), Brakes (including hand brake), First Aid Kit, Seat Belt, Fire Extinguisher, Cab (clean

with no loose objects).

In addition, all vehicles are routinely serviced by the City's Public Works Department every 45 days. The routine service includes oil and filter change as well as an overall inspection of the vehicle's operating system. The chart below illustrates the history of routine vehicle service checks of the Lodi DAR fleet.

**LODI DAR FLEET
FY 1992-93
ROUTINE MAINTENANCE HISTORY, BY VEHICLE**

Vehicle ID Number	Service Checks per Year	Average Miles between Service Checks	Average Days between Service Checks
10-017	8	2,424	44
10-018	10	2,478	36
10-019	9	2,090	38
10-020	9	2,769	41
10-021	7	1,614	41
10-022	8	1,982	47
10-023	9	1,532	39
10-024	9	3,106	39
10-025	9	2,372	40
10-026	8	2,838	43
Fleet Average	9	2,321	41

Goal 2 - Objective 2

Continue to provide training to Lodi Public Transit staff.

Performance Standard - Driver training programs are held on an annual basis

and include topics on Driver Safety, Customer Relations, the Americans with Disabilities Act, Emergency First Aid (CPR). All employees who enter training program, complete the program in a satisfactory manner.

FY 92-93 Status - All Drivers have certificates which provide them with the authorization to operate a General Public Paratransit Vehicle. Five of the drivers have a Class B license with a passenger endorsement license. In addition, all of the drivers have their CPR certificates.

Regular staff meetings are held and cover a variety of topics including Safety Issues. In addition, local care providers are invited to staff meetings to give workshops concerning special needs of non-ambulatory or frail and senior citizen transit patrons. Additional focussed training sessions on the Americans with Disabilities Act and driver safety issues are scheduled for future staff meetings.

Goal 2 - Objective 3

Achieve adequate staffing and equipment levels

Performance Standard - Monitor the vehicle service hours per employee (using full-time equivalent employees calculation) and compare to the national average. Maintain a spare ratio of between 15-20 percent of fleet. Follow a vehicle replacement schedule, based on records of vehicle age, mileage, and service history. All vehicles should be equipped with communications equipment.

FY 92-93 Status - The estimated vehicle service hours per full-time equivalent employee for FY 1992-93 is 829. This estimate is based on City payroll records from the time Lodi began direct operation of the Lodi Transit System as well as vehicle maintenance logs which note labor time. The City will be tracking Dial-A-Ride employee hours and vehicle service hours more carefully in the coming fiscal year.

Lodi DAR spare vehicle ratio is currently 10%, one of the ten DAR vehicles is a spare.

The two mini-buses currently on order include one fleet expansion vehicle and one fleet replacement vehicle. One of the mini-buses will replace the oldest DAR station wagon.

All drivers use mobile radios to stay in direct contact with the dispatch office.

Goal 3

Maximize resources available for the management and operation of Lodi Public Transit

Goal 3 - Objective 1

Increase farebox recovery from 10 to 20 percent by 1997.

Performance Standard - The ratio of farebox revenue to operating costs is 20% by 1997. Steady progress in achieving this new Farebox revenue ratio is made each year.

FY 92-93 Status - The Lodi Public Transit system achieved a 15.97% farebox recovery ratio in FY 1991-92. The FY 1992-93 system budget reflects a 17% farebox recovery ratio.

Goal 3 - Objective 2

Identify key areas (indicators) to monitor the performance of services.

Performance Standard - Monitor the following performance indicators:

- Operating Cost per Passenger (bi-annually)
- Operating Cost per Vehicle Service Hour (bi-annually)
- Passengers per Vehicle Service Hour (quarterly)
- Passengers per Vehicle Service Mile (quarterly)
- Vehicle Service Hours per Employee (bi-annually)
- Total Passengers, broken down by weekday and weekend (monthly)
- Total Vehicle Service Hours, broken down by weekday and weekend (monthly)
- Total Vehicle Service Miles, broken down by weekday and weekend (monthly)

FY 92-93 Status - The following table illustrates the status of Lodi DAR in terms of the stated performance indicators.

Goal 3, Objective 2: FY 92-93 Status

LODI Dial-A-Ride: Performance Indicators	FY 1992-93 Budget	FY 1992-93 Projection*
Operating Cost	\$347,800	\$326,000
Passengers	94,200	88,622
Vehicle Service Hours	17,400	18,785
Vehicle Service Miles	193,000	210,604
DAR Employee Hours	N/A	45,335
Operating Cost Per Passenger	\$3.69	\$3.67
Operating Cost per Vehicle Service Hour	\$19.99	\$17.35
Passengers per Vehicle Service Hour	5.4	4.7
Passengers per Vehicle Service Mile	0.5	0.4
Vehicle Service Hours per Employee	N/A	829

* FY 1992-93 is projection based on preliminary year-end information.

The City of Lodi DAR staff is currently in the process of setting up a data collection and reporting system which will be used to track system performance, including the performance indicators noted above, in a routine manner beginning in FY 1993-94.

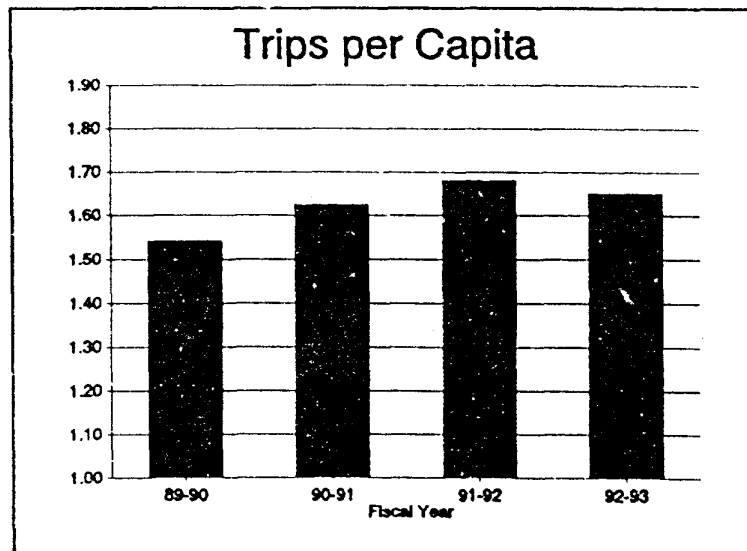
Goal 3 - Objective 3**Maximize productivity**

Performance Standard - The cost per passenger does not exceed CCG's reasonableness standards for comparable transit services. The annual rides per capita is maintained or increases each year. The average number of passengers per vehicle hour is 5 or greater (this measure should be revised when fixed route service is introduced). Hold an annual Productivity

Improvement Committee meeting.

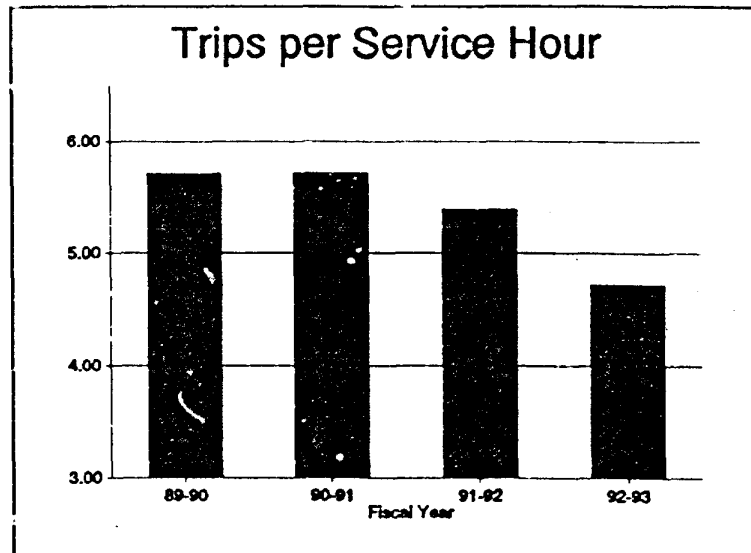
FY 92-93 Status - The cost per passenger in FY 1991-92 was \$4.13. COG's reasonableness standard for that year was \$4.75. The projected cost per passenger for FY 1992-93 is \$3.69. COG's reasonableness standard, for systems comparable to the Lodi Public Transit System, for FY 1992-93 is \$3.60.

Annual trips per capita and annual trips per service hour are illustrated in the figures below and on the next page.



Notes to the Figure above:

System characteristics for FY 1992-93 represent preliminary year-end figures. Population estimates are from the State Department of Finance and are for January 1, the mid-point of the fiscal year and do not include the unincorporated areas (Woodbridge, Acampo, Freeway Mobile Home Park) that are served by Lodi DAR, as a contract service to San Joaquin County.



Note to the Figure above:

System characteristics for FY 1992-93 represent preliminary year-end figures.

Goal 3 - Objective 4

Develop and coordinate activities with other area transit providers and programs promoting ridesharing, vanpooling, and use of Park & Ride lots.

Performance Standard - Participate in appropriate regional transit planning meetings.

FY 92-93 Status - Representatives from the City of Lodi's Public Works Department are active participants on the COG's Technical Advisory Committee. Representatives from the City Manager's Office are active participants in the San Joaquin County Stations Program Study, and on the COG's Management and Finance Committee.

Goal 4

Secure stable sources of funding

Goal 4 - Objective 1

Obtain federal and other types of funding

Performance Measure - Annually secure Lodi's formula share of the FTA Section 9 transit operating and capital funds. When possible pursue discretionary transit system support when notices of the availability of such funds are received.

FY 92-93 Status - The City of Lodi filed its first FTA Section 9 grant application in June, 1993. The application actually covers two fiscal years: 1992-93 and 1993-94. Funds requested for FY 1992-93 total \$235,840 (\$158,000 for transit operating assistance and \$77,840 for capital equipment purchases). The FY 1993-94 request totals \$713,180 (\$237,500 for transit operation assistance, \$447,680 for capital equipment purchases and \$28,000 for transit planning work).

Goal 4 - Objective 2

Use TDA revenues to meet the required match for Federal transit support.

Performance Standard - Maintain eligibility for TDA funds by achieving the required fare recovery ratio. Maintain eligibility for State Transit Assistance funds by achieving the TDA required efficiency standards. Use TDA funds to match the FTA Section 9 Operating Assistance (50% match required) and Capital Assistance (20% match required).

FY 92-93 Status - The most recent TDA audit documents Lodi's achievement of the required 10% fare recovery ratio and compliance with the STA operating cost per revenue vehicle hour efficiency standard. An FTA Section 9 grant request for FY 1992-93 uses TDA as a full match for the federal assistance.

Goal 4 - Objective 3

Increase farebox recovery

Performance Standard - Maintain or increase the ratio of fare revenue to operating cost each year.

FY 92-93 Status - The table below illustrates Lodi's farebox recovery history:

Fiscal Year	Farebox Recovery
1992-93*	17.2
1991-92	15.9
1990-91	15.4

• FY 1992-93 is a projection.

Goal 5

Foster community awareness and support for Lodi Public Transit, with emphasis on increasing ridership.

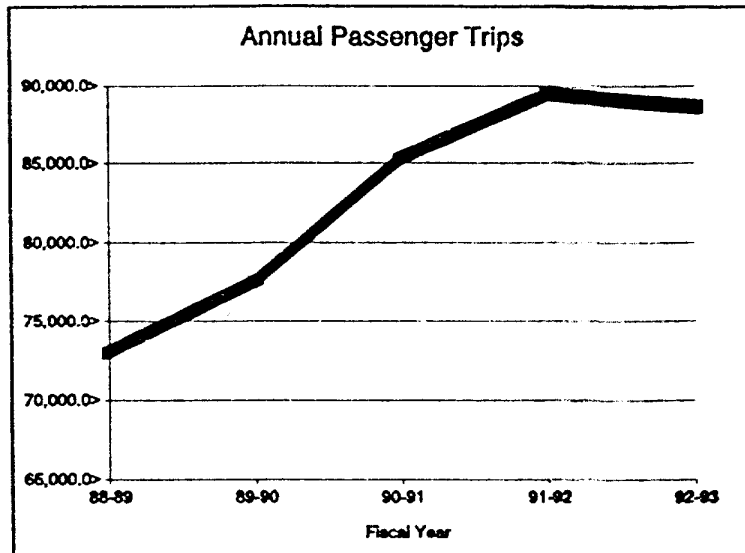
Goal 5 - Objective 1

Continue to improve the scheduling and delivery of transit service.

Performance Standard - Dispatch vehicles in a manner that minimizes passenger ride time but maximizes the number of total passenger trips.

FY 92-93 Status - Information on passenger ride time is not routinely compiled. City staff will develop a process to monitor this type of system performance information, at least on a sample basis, during FY 1993-94.

The total number of passenger trips continues to increase from one year to the next. The chart below illustrates this phenomenon:



Note to the Figure above:

System characteristics for FY 1992-93 represent preliminary year-end figures.

Goal 5 - Objective 2

Implement transit system marketing program

Performance Standard - An annual marketing program exists and includes a written set of objectives. At least 2% of the annual operating budget is allocated to a marketing program

FY 92-93 Status - A minimal amount of funds (less than \$500) were spent on advertizing the Lodi DAR service in FY 1992-93. Each year the City participates in a New Years promotion of the DAR program to encourage citizens to use Dial-A-Ride service on New Years Eve. There were three

advertisements of the special New Years Eve DAR service. DAR Sunday service began in late January, 1993. The arrival of Sunday service was advertized via the local cable TV network, local newspaper stories and limited paid advertisements.

Lodi's FTA Section 9 Transportation Improvement Program identifies the use of \$35,000 in FY 1993-94 for a marketing study.

Goal 5 - Objective 3

Encourage transit system/community interaction

Performance Standard - Policies and procedures exist to respond to rider and non-rider comments, suggestions and complaints about transit system. Public information about the transit service is routine and regular. Public meetings and hearings are held to not only inform but to solicit public comments and views on the transit service. The Lodi Ad Hoc Citizens Transportation Advisory Committee is re-convened when significant service changes are anticipated.

FY 92-93 Status - All comments, suggestions and complaints concerning Lodi DAR service operations are directed to the Administrative Assistant to the City Manager in charge of DAR services. All complaints are dealt with directly and immediately. Staff is developing a process to categorize and log comments, suggestions and complaints about the DAR system. This process will provide staff with the means to identify trends or growing problem areas as well as a means to monitor community satisfaction with the public transit service.

Public information about Lodi's transit services includes occasional fliers posted at DAR ticket outlets and distributed to transit patrons as well as unsolicited news stories in the local newspaper. These news stories typically follow or proceed City Council action concerning the DAR service. Occasionally Public Service Announcements are issued regarding the DAR service.

Both the Lodi Ad Hoc Citizens Transportation Advisory Committee and the Chamber of Commerce's Government and Transportation Review Committee will be involved in the development of the Fixed-Route operations plan. This

plan will be developed in the coming fiscal year.

The City of Lodi held a number of public meetings and hearings on transit this past Fiscal Year. These meetings are summarized in the chart on the next page.

Goal 6

Ensure that the transit service operates as scheduled, and that all transit equipment has the highest level of reliability and customer appeal.

Goal 6 - Objective 1

Continue to take steps to minimize wait times.

Performance Standard - Pick up and deliver 90% of all passengers within forty-five minutes. Reduce Dial-A-Ride wait time to no more than 30 minutes.

FY 92-93 Status - The daily passenger log sheets completed by DAR dispatchers note the time a trip request is received, the time it is dispatched and the time the passenger is delivered to his or her destination. While this information is routinely collected, it is not routinely compiled or used as a monitoring tool. Data on "ride-time", the time in which a passenger rides in the DAR vehicle between his or her origin and destination, is not regularly collected. Lodi has a "response-window" objective of 30 minutes which states that 90% of the passengers will be picked up and delivered to their destination within 45 minutes of the requested pick-up time.

A random sample of passenger log sheets was recently conducted (one random day each month), and revealed that 100% of the trips are within the 45 minute response window and 97% are within a 30 minute response window.

Goal 6 - Objective 2

Provide weekend transit service if cost-effective and ridership exists.

**FY 1992-93 Public Meetings and Hearings
To Discuss Lodi Transit Services and System Development**

Date	Subject
8/19/92	City Council Meeting: City staff summary and response to recommendations in the Triennial Performance Audit of the Lodi Public Transit System. City staff summary of the draft <u>City of Lodi Transit Needs Assessment and System Plan</u> .
9/1/92	City Council "Shirt-Sleeve" session: County Public Works introduced the Lodi Multi-Modal Station study project consultant and began the process of solicited input from council-members and the Lodi community regarding the future site of a multi-modal station.
9/9/92	City Council Meeting: City staff update on the status of the Lodi Public Transit system and the termination of the City contract with Lodi City Cab.
10/20/92	City Council "Shirt-Sleeve" session: Presentation of the draft <u>City of Lodi Transit Needs Assessment and System Plan</u> . Staff update on the status of the Lodi Public Transit System.
12/2/92	Administrative Public Hearing: Receive public input on transit needs, provide update on the Lodi's public transit plans. Attendance: 20 ± persons.
1/6/93	Lodi City Council Meeting: Public hearing to solicit input on transit needs. Received direction from Council members to explore possibilities for Sunday Dial-A-Ride service.
1/12/93	City Council "Shirt-Sleeve" session: COG staff presented the Lodi City Council with an overview of the <u>Regional Transit Systems Plan</u> .
2/16/93	City Council "Shirt-Sleeve" session: County Public Works staff presented draft findings of the Lodi Multi-Modal Station Feasibility and Site Location Study.
4/21/93	City Council Meeting: Staff update to Council members on status of Sunday Dial-A-Ride service. Decision made to continue Sunday service.
6/2/93	City Council Meeting: Public Hearing to accept comments regarding the City of Lodi's grant application for FTA Section 9 funds. Discussion included Lodi's intention to begin a limited fixed-route bus service in FY 1994-95.

Performance Standard - Provide weekend transit service. Increase weekend vehicle service hours, if warranted by ridership demand. Monitor the number of passengers per weekend vehicle service hour and make adjustments as necessary to ensure productive and cost effective service.

FY 92-93 Status - Limited Sunday Dial-A-Ride service was initiated, on a trial basis, in February, 1993. In April, 1993, the City Council decided to continue the service beyond its three-month trial period. The service is now available on Sundays from 1:00 p.m. to 5:00 p.m. Weekend ridership statistics are shown below:

**Lodi Public Transit - Weekend Service
FY 1992-93**

	Service Days	Passengers	Passengers per day
Saturday	51	6,078	119
Sunday	21	1,026	49
Weekend Total	72	7,104	99

Service hours is calculated by determining the number of vehicles in operation each service day and summing the number of hours for which each vehicle was available for service. Not all vehicles operate all day long... during peak demand periods more vehicles are on the road than during off-peak periods. Actual service hours were not routinely collected and compiled in FY 92-93. This information, including a breakdown for weekend service hours will be monitored in the coming fiscal year.

Goal 6 - Objective 3

Provide fixed route transit service if cost-effective and ridership exists.

Performance Standard - Transition Lodi Public Transit from a strictly demand response system to one that includes a fixed-route component by FY 1994-95.

FY 92-93 Status - Lodi has filed its FY 1993-94 FTA Section 9 grant

application which identifies revenues and expenses related to a limited fixed-route bus system. These funds will be used to purchase necessary capital equipment for a fixed-route system. July, 1995 is the target date for initiating fixed-route service.

Goal 6 - Objective 4

Maintain and strengthen working relationship with the COG for transit and financial planning.

Performance Standard - Work with COG to prepare or update the following:
Lodi Short Range Transit Plan (annual update)
Transportation Improvement Program (biennial)
TDA Claim (annual claim)

Use COG as a resource in identifying new or discretionary transit revenue sources, and when filing transit grant applications.

FY 92-93 Status - Working with Lodi City staff, COG transformed the Lodi Transit Needs Assessment and System Plan into a Short Range Transit Plan spanning the years FY 1993-94 through FY 1997-98. Lodi City staff provided needed information on system operations and finances.

The City also provided the COG with a three-year Transportation Improvement Program identifying the use of Federal Section 9 funds for Fiscal Year 1992-93 through 1994-95. The COG has incorporated this information into the prospective Federal Transportation Improvement Program.

The City of Lodi filed its FY 1992-93 TDA claim with the COG in January, 1993. COG approved the claim in March, 1993.

CHAPTER 5**FIVE YEAR SERVICE AND CAPITAL PLAN: FY 1993-94 THROUGH FY 1997-98**

As Lodi's population grows, ridership on the Lodi Public Transit System is also likely to increase. However, without major changes, the existing transit system will find it increasingly difficult to meet public transit needs. The City of Lodi Transit Needs Assessment and System Plan completed in August, 1992, recommended that Lodi begin planning for the expansion of its existing transit service to include both demand-response and fixed route bus service.

This five year plan moves forward with the recommendations from the August, 1992 report. A two-tier level of transit service is described below. The two-tier system will become operational in July, 1994. The demand response service will enable Lodi Public Transit to continue to meet the needs of the senior and disabled residents. The fixed route service will provide reliable and convenient transit service for those whose mobility needs require more frequent and routine transit service than that provided under the current demand response system.

This Short Range Transit Plan follows the earlier study's recommendation and calls for the development of a two-tiered transit service for the City of Lodi. The demand-response service will continue throughout the life of this plan and beginning in FY 1994-95, it will be complemented with a general public fixed route service.

The details of the fixed route service will be worked out during FY 1993-94. These details include the operating schedule, routing and frequencies, farebox structure, and institutional arrangements.

This plan also calls for the development and implementation of a marketing strategy with a two-fold goal of promoting fixed-route ridership as well as shifting able-bodied transit patrons from the demand-response system to the fixed route system.

Another important component of this Short Range Transit Plan is the acquisition of both replacement vehicles for the demand response service and expansion vehicles for the new fixed route service.

The current dial-a-ride fleet consists of ten vehicles, of which two meet the accessibility requirements of the Americans with Disabilities Act. One of the ten dial-a-ride vehicles is considered a spare vehicle. Over the life of this five-year plan, five

of the current dial-a-ride vehicles will be replaced with larger capacity, lift-equipped vehicles. The total number of vehicles needed for Dial-A-Ride services will be likely to decline as able-bodied passengers shift over to the more frequent and schedule-based fixed route service. At the end of the five-year plan period, the Dial-A-Ride fleet will include eight lift-equipped vans and two station wagons. One of the vans and, at least one of the wagons, will be used as spare vehicles.

The current plans for the fixed route service include the acquisition of five mini-buses in FY 1993-94. It is anticipated that these buses will become available towards the end of the fiscal year in time for the initiation of fixed route service in early FY 1994-95. One of the fixed-route mini-buses is considered a spare vehicle. While the fixed route operating plan will provide details on future fixed route vehicle needs, the assumption at this point in time is that the five vehicles will adequately meet ridership demands through the life of this five-year plan.

One other important component of the plan includes the acquisition of computer hardware and software for use in transit system performance monitoring. FY 1993-94 is the target year for acquiring this equipment. Once the equipment is in place staff will be able to produce routine management reports to help evaluate system performance and identify action necessary to maintain productivity and system effectiveness.

Five Year Operating Plan

Following is a summary list, by fiscal year, of system operational and administrative tasks that will be undertaken. Projections of system performance, in terms of ridership and service hours, are found at the conclusion of this section.

Fiscal Year 1993-94

- Provide demand-response service Monday - Friday, 7 a.m. - 7 p.m., Saturdays 9 a.m. - 5 p.m. and Sundays 12 noon - 5 p.m.
 - Purchase computer hardware and software for use in transit system performance monitoring. Produce, on a regular basis, system performance reports.
 - Review, on a regular basis, system performance reports and make service and operational adjustments, when necessary, to maintain system efficiency and effectiveness
-

- Evaluate dispatch operations to identify and implement improvements that will contribute to greater efficiencies and reduced response time.
- Prepare a fixed-route operating plan. This plan will include details on proposed fixed routes, scheduling and equipment requirements, farebox structure, refined estimates of capital and operating costs, marketing and promotion, operations and the integration of demand-response service with the fixed route service.
- Prepare transit system marketing and promotion plan.
- Acquire five 12-15 passenger vans for use in the initial fixed-route service.
- Secure funds to acquire and install various fixed-route passenger amenities such as bus shelters, benches, turn-outs.
- Replace two dial-a-ride vehicles with larger capacity, lift-equipped vehicles.

Fiscal Year 1994-95

- Provide demand-response service seven days a week.
- Introduce fixed route service. Minimum introductory service should consist of Monday - Friday, 7 a.m. - 7 p.m. Additional service hours may be provided if deemed desirable and financially feasible by the pending fixed-route service plan.
- Implement transit system marketing and promotion plan.
- Promote the transition of passengers from the demand response system to the fixed route service.
- Hire additional personnel, as needed, to operate the expanded public transit system fleet.
- Monitor system performance and make service adjustments, as needed, to maintain system productivity and cost effectiveness.
- Replace three dial-a-ride vehicles with larger capacity, lift-equipped transit vehicles.

Fiscal Years 1995-96, 1996-97, 1997-98

- Continue to provide fixed-route service and complementary demand-response service for persons unable to access the fixed-route service.
- Continue to employ marketing strategies to promote ridership on the fixed-route transit system.
- Monitor system performance and make service adjustments, as needed, to maintain system productivity and cost effectiveness.

Five Year Capital Plan

The five year capital program for the Lodi Public Transit System includes a vehicle replacement program as well as a vehicle expansion program. The program also includes support equipment needed to ensure passenger comfort and administrative oversight. Capital needs for the next five years are described below.

Project: Replacement and Expansion Vehicles

Dial-A-Ride Replacement Vehicles (5):	\$216,400	Section 9
	<u>\$ 54,100</u>	<u>TDA</u>
	\$270,500	
Fixed Route Expansion Vehicles (5):	\$300,000	Section 9
	<u>\$ 75,000</u>	<u>TDA</u>
	\$375,000	

Justification:

Five Dial-A-Ride replacement vehicles are needed to upgrade the dial-a-ride fleet so that the service is more accessible and able to meet the requirements laid out in the Americans with Disabilities Act. These vehicles will replace Dial-A-Ride fleet vehicles that are not accessible to the handicapped. They will also be larger capacity vehicles, and will be able to accommodate group trips better than the current Dial-A-Ride fleet.

Five Fixed - Route expansion vehicles are needed to initiate fixed route service. The five vehicles include one spare vehicle. Current system plans suggest the use of four fixed-route mini-buses operating 12 hours each weekday beginning in July, 1994. Additional hours may be provided if deemed feasible and advisable by the

fixed route operating plan.

Project: Office and Computer Equipment

Miscellaneous Office Equipment and	\$28,640	Section 9
Computer Hardware and Software	<u>\$ 7,160</u>	<u>TDA</u>
	\$35,800	

Justification:

This category includes the purchase of new and replacement computers, computer software, and miscellaneous office equipment as needed. Two new computers are needed for use in monitoring and assessing system performance. Due to rapidly changing technology it is anticipated that software and hardware upgrades will be needed during the course of this five year service plan. It is also anticipated that the Lodi Public Transit operation will move to the new Lodi Multi-modal station. While costs associated with setting up headquarters at the multimodal station are unknown at this time, it is anticipated that some new office furnishings will be needed.

Project: Bus Stop Improvements

Various Passenger Amenities at Bus	\$60,080	Section 9
Stops	<u>\$15,020</u>	<u>TDA</u>
	\$75,100	

Justification:

This category allows for the construction of bus stops, shelters, benches, and turnouts. New transit routes require easily identified and well marked stops that provide patron safety, convenience, and comfort. During the course of this plan, budget modifications may be made to include additional funds for bus turn-out improvements at major transfer and passenger loading zones.

Project: Communication Equipment

Mobile Radios, Cellular Phone	\$6,480	Section 9
	<u>\$1,620</u>	<u>TDA</u>
	\$8,100	

Justification:

This budget plan includes the use of mobile radios in all Lodi Public Transit

vehicles so that drivers and office dispatchers may have direct, and immediate communication.

Figures 5-1 and 5-2 summarize the five year service plan and the five year capital program.

Figure 5-1
Lodi Public Transit
Five Year Service Plan: Ridership and Service Hour Projections
FY 1993-94 through FY 1997-98

	Fiscal Year					
	92-93	93-94	94-95	95-96	96-97	97-98
Dial-a-Ride						
Passengers	88,622	109,101	40,094	40,896	41,714	42,549
Service Hours	18,785	20,585	18,527	16,674	15,006	13,506
Pass/Srv Hr	4.7	5.3	2.2	2.5	2.8	3.2
Fixed Route						
Passengers			74,461	78,184	82,093	86,198
Service Hours			12,480	12,480	12,480	12,480
Pass/Srv Hr			6.0	6.3	6.6	6.9
System						
Passengers	88,622	109,101	114,556	119,080	123,808	128,747
Service Hours	18,785	20,585	31,007	29,154	27,486	25,986
ASSUMPTIONS:						
1. DAR ridership increases in FY 93-94 due to improved productivity and additional service hours.						
2. FR begins in 94-95. DAR ridership would have increased 5% but 65% of the increase chooses the FR transit mode.						
3. FR ridership grows at the rate of 5%.						
4. DAR service hours decline at rate of 10% per year beginning in FY 1994-95, the year FR is introduced. They continue to decline even after FY 94-95 as a result of improved productivity.						
5. DAR ridership is projected to increase 2% each year FY 95-96 through FY 97-98.						
6. FR service hours are based upon 4 vehicles operating 12 hours each weekday.						

Figure 5-2
Lodi Public Transit
Five Year Capital Program
FY 1993-94 through FY 1997-98

EQUIPMENT		Fiscal Year				
		93-94	94-95	95-96	96-97	97-98
Replacement Vehicles	Quantity	2 DAR	3 DAR			
	Local	22,000	32,100			
	Federal	88,000	128,400			
	Total	110,000	160,500	0	0	0
Expansion Vehicles	Quantity	5 FR				
	Local	75,000				
	Federal	300,000				
	Total	375,000	0	0	0	0
Office & Computer Equipment	Local	3,800		2,320	1,040	
	Federal	15,200		9,280	4,160	
	Total	19,000	0	11,600	5,200	0
Bus Stop Improvements	Local	9,500		2,620		2,900
	Federal	38,000		10,480		11,600
	Total	47,500	0	13,100	0	14,500
Communication Equipment	Local	1,620				
	Federal	6,480				
	Total	8,100	0	0	0	0
TOTAL	Local	111,920	32,100	4,940	1,040	2,900
	Federal	447,680	128,400	19,760	4,160	11,600
	Total	559,600	160,500	24,700	5,200	14,500

CHAPTER 6

FINANCIAL ANALYSIS

The five year operating budget projections and capital requirements for the Lodi Public Transit system are presented in this chapter. The financial plan consists of operating and capital cost estimated by year and designates potential federal, state and local funding sources to finance the system over the next five fiscal years.

Projected Operating Costs

Operating costs depend on the unit cost for service, and the number of units provided. In estimating the future operating costs of the Lodi Public Transit System, consideration has been given to both the cost of the demand response system and the new fixed route system.

The number of units in this estimate refers to the number of service hours. Lodi's Dial-A-Ride service currently costs approximately \$20 per service hour. The average cost per service hour for the past five years is \$20.75. Projections of future costs for the Lodi Dial-A-Ride service are based upon a unit cost of \$21 per service hour beginning in FY 1993-94. This plan uses \$30.00 per hour of service as a cost estimate for the new fixed route service. This is low compared to the per hour cost of fixed route service in a large urban area, such as Stockton, but comparable to the per unit cost of the County's fixed route service that travels between Lathrop and Manteca. The costs are inflated 5% per year in the financial table.

The number of service units is based upon the projected number of vehicle service hours, by type of service. For purposes of this analysis the fixed route service is assumed to begin in July, 1994, with 4 mini-buses providing service 12 hours each weekday. Projected operating costs will be higher if the fixed-route service includes weekend hours. Estimating the of service hours for the demand response Dial-A-Ride service is more complicated since the introduction of the fixed route service will likely reduce the demand for the Dial-A-Ride service. This of course is at least partially predicated upon a concerted marketing and promotion effort to shift able-bodied Dial-A-Ride passengers to the fixed route service. The number of service hours for the demand response system are projected to decline 10% each year, beginning in FY 1994-95 when the fixed route service is introduced.

Marketing is also an important component of the Lodi Public Transit System operating budget. Marketing includes those efforts undertaken to design a system that is responsive to the community desires for transit services. It also includes public information efforts aimed at increasing public awareness of the system and how to use it. A dedicated marketing budget of 2% of the annual operating costs is proposed in this five year financial plan for the Lodi Public Transit System.

Capital Costs

Capital costs in this financial plan are taken directly from Figure 5-2, which summarized the capital program for transit service in Lodi. The cost figures reflect an assumed flat rate of 5% per year for inflation.

Funding Sources

Revenues are derived from various federal and state programs and passenger fares. Some funding sources must be used for capital expenses only, others can be used for either capital or operating expenses. Various transit funding programs and their applicability to the Lodi situation are reviewed as follows:

Federal Transit Administration (FTA) Section 9

Section 9 is a federal formula grant program. A portion of the formula grant fund can be used for operating purposes and another portion must be used for capital programs. Either portion may be used to support technical study programs. The City of Lodi became eligible for these funds in FY 1991-92. This eligibility is based on Lodi's population exceeding 50,000 persons.

This Section 9 program is a primary source of federal funds for transit systems throughout the country. Lodi's annual apportionment for FY 1991-92 was \$490,772. \$263,561 of this may be used for operating purposes. In FY 1992-93 Lodi's Section 9 apportionment was \$420,031, with an operating assistance limit of \$263,135. The FY 1993-94 apportionment will not be known until October, 1993 or so. For purposes of this plan, Section 9 funds are assumed to be flat. This is consistent with the revenue projections in the COG's Regional Transit Systems Plan.

TDA Local Transportation Funds (LTF)

The Transportation Development Act creates, in each county, a Local Transportation fund for specific transportation purposes specified in the Act. The LTF funds are derived from 1/4 cent of the state sales tax and allocated to the San Joaquin Council

of Governments. These funds are then distributed to the County and the incorporated cities within the County based on population.

In 1993/94, Lodi will receive an estimated \$988,290 in LTF that can be used for transit or other transportation purposes (capital or operating). The LTF is projected to increase or decrease in relation to the sales tax collected in San Joaquin County. In past two years, TDA funds have been depressed, due at least in part to the overall statewide recession. Growth in TDA funds is expected to resume in future years. The amount of LTF used to support the Lodi Public Transit System in FY 1992-93 was \$321,657. This included \$268,105 in operating assistance and \$55,552 in capital assistance. The financial plan presented in Figure 6-1 shows that the most LTF needed to support the local transit system in any given year of this five year plan, does not exceed \$420,000. This amount represents less than 50% of Lodi's estimated LTF apportionment for the coming fiscal year.

Currently Lodi uses some of its LTF for a variety of non-transit purposes including sidewalk replacements, handicap retrofit projects, curb and gutter replacements, and street maintenance projects. The financial plan for the development of the Lodi Public Transit System would likely have an impact on the availability of LTF funds for non-transit purposes. This impact, however, is offset somewhat by Lodi's new ability to access and use FTA Section 9 funds. It is also worth noting that without the introduction of fixed-route service, the costs associated with maintaining the demand response system will continue to escalate as demand grows. The fixed route system is a method of meeting growing demand. Using the larger capacity vehicles and a fixed-route system to link major trip origin/destination spots, the system can prove cost-effective.

It should also be noted that TDA funds may be transitioned from these non-transit purposes over time whether or not Lodi moves forward in this local transit system development plan. The Council of Governments has adopted a policy that will transition LTF funds from non-transit purposes to either local or regional transit service over the next 10 years. The COG policy envisions granting local transit needs first priority but also would guarantee a minimum set-aside for regional transit services. Implementation details for this policy are still being worked out.

State Transit Assistance (STA) Funds

STA funds are derived from the statewide sales tax on motor vehicle fuel (gasoline) and use fuel (diesel). The money is allocated, by formula to the San Joaquin Council of Governments. STA funds are included as part of the State's Transportation Planning

and Development Account. This account has recently been hit by the State legislature in efforts to develop a State budget. More specifically, one of the budget trailer bills takes \$58 million from STA leaving \$54.3 million. There are many unresolved issues related to this "raid" on the STA fund, including the possibility of restoring some of the cut funds and/or providing local flexibility in converting Transit Capital Improvement (TCI) funds into STA support. As a conservative measure, STA funds for the FY 93-94 years have been projected, for purposes of this plan, to be reduced 50% of the FY 92-93 level. Projections for STA beyond FY 93-94 reflect a modest 2% growth in the STA fund.

Farebox Revenues

Farebox revenues are estimated for both the demand response service and the fixed route service. The actual amount of the farebox revenue depends on not only passenger volumes but also the fare structure. This financial plan assumes that the average passenger fare for the demand response system is 70 cents while the average passenger fare for the fixed route system is 85 cents. This differential assumes that the fixed route system will carry a majority of general public riders who receive only a limited subsidy for their trip. The demand response system will cater to the disabled rider. A fare differential for elderly passengers between the demand response service and the fixed route service would help shift able bodied passengers to the fixed route system.

Other Federal Funds

The Intermodal Surface Transportation Efficiency Act (ISTEA), passed by the United States Congress in 1991 offers flexible funding for both highway and transit programs. Transit capital projects may compete with roadway and other transportation needs in two areas: the Surface Transportation Programs (STP) and Congestion Mitigation and Air Quality Program (CMAQ). CMAQ funds are apportioned to non-attainment areas as defined in the federal Clean Air Act. In San Joaquin County, all CMAQ and STP funds have been allocated for the next three years. Transit projects received 32% of available CMAQ and STP funds in the most recent programming action. Over time it is increasingly likely that transit projects will receive increased funding under these programs, as air quality and congestion management become more critical. As with other federal funds, these funds can generally be used for capital projects only and require a local match.

Purchase of Service

Lodi Public Transit currently derives some operating revenue from San Joaquin County for the services provided to residents of some of the neighboring unincorporated developments. In particular, Lodi provides service to residents in the Woodbridge community, the Acampo Mobile Home Park and the Freeway Mobile Home Park. The City of Lodi and the County of San Joaquin have a contract agreement whereby the County purchases service from the City of Lodi. In FY 1991-92 the County of San Joaquin purchase \$15,895 worth of transit services from the City of Lodi. This figure increased to approximately \$20,800 in FY 1992-93. This revenue source is expected to grow at the rate of 5% per year. The 5% growth reflects both population growth and growth in the propensity to use transit. Transit usage is expected to grow as convenience and accessibility to the Lodi Public Transit system improves.

Other

Other potential sources of transit funds include the San Joaquin Valley Unified Air Pollution Control District, Private Funding, Developer Fees, Measure K and the General Fund.

The San Joaquin Valley Unified Air Pollution Control District collects a small premium on auto registrations and uses the revenue to fund air quality enhancing projects. This is a fairly new program and only two application and grant award cycles have passed. The revenue comes from an assessment of \$2.00 per vehicle, this assessment may increase to \$4.00 per vehicle within the next two years. These funds are distributed on a competitive basis. Funds have been awarded for various transit related projects including alternative fuel transit vehicles, marketing programs to promote transit ridership, and employer transit bus pass programs. This fund source places an emphasis on modest cost programs with immediate air quality impacts. Projects to over ongoing operating costs are not encouraged.

Private funds can be tapped for such projects as passenger shelters and benches, especially if advertising space were available. An "adopt-a-stop" program, similar to "adopt-a-highway", is a good source of funds or in-kind services from service organizations and possibly retail businesses.

Transit developer fees have been imposed in a number or more urban counties, along with traffic impact fees as a means of financing the incremental cost of development. Lodi does not have such fees in place at this time, but it is a potential source of transit funds for consideration in the future.

Measure K is the local San Joaquin County 1/2 cent sales tax program approved by

San Joaquin County voters in November, 1990. It provides funding for a variety of transportation projects, including transit. All of the available Measure K funds are programmed in the COG's Strategic Plan. There is limited ability to amend the project list funded by the tax. This funding source should not be counted on as a source of local city transit funds, unless the City is prepared to request a formal amendment to the Measure K Strategic Plan.

City general fund money has been allocated in other jurisdictions as a means of providing more transit service than would otherwise be funded. Given the current fiscal conditions, this is an unlikely source, and no general fund revenues are included in this financial plan for Lodi Public Transit System. In no case would general fund money be allocated to transit as long as FTA Section 9, TDA or other transit assistance funds remain unspent.

Figure 6-1 summarizes the five-year financial operating and capital plan for the Lodi Public Transit System. The plan shows that the primary sources of funds for the Lodi Public Transit System are LTF, FTA Section 9, fares and STA.

The pie charts on the next page reflect the five year summary of operating revenues and the five year summary of expenditures.

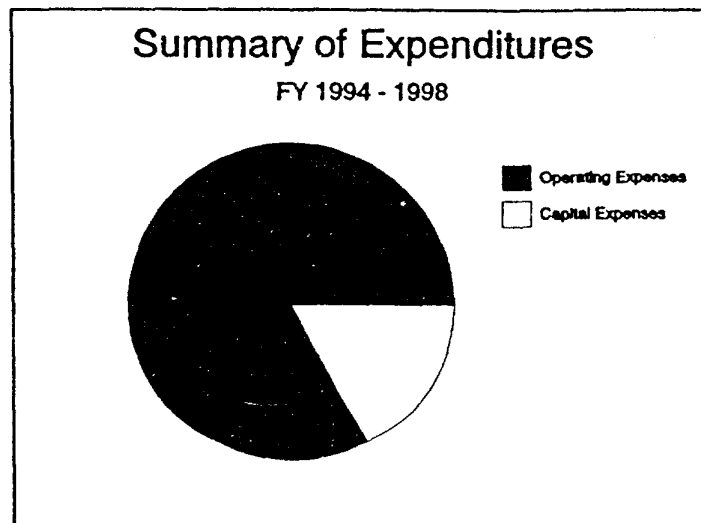
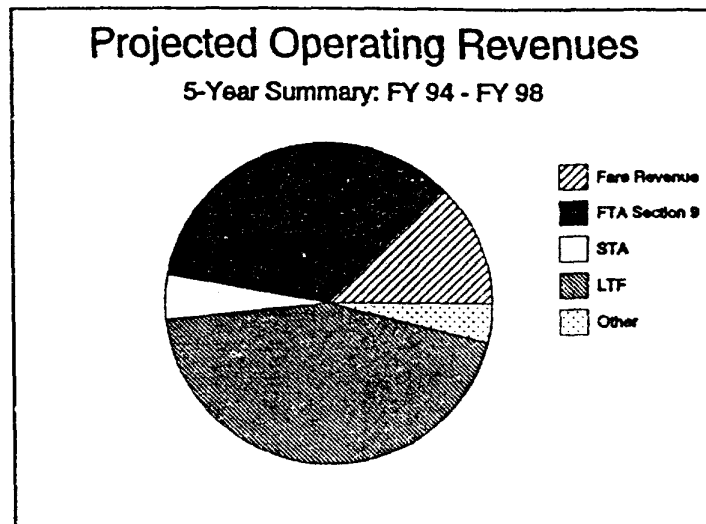


Figure 6-1
LODI PUBLIC TRANSIT SYSTEM
FIVE-YEAR FINANCIAL OPERATING AND CAPITAL PLAN

	Fiscal Year					
	92-93 (budget)	93-94	94-95	95-96	96-97	97-98
Expenditures						
Dial-A-Ride operating	347,800	453,899	428,935	405,343	383,049	361,982
Fixed Route operating			374,400	393,120	412,776	433,415
Marketing		9,263	16,395	16,295	16,241	16,233
Total operating	347,800	463,163	819,729	814,759	812,067	811,629
Total capital (Fig 5-2)	150,850	559,600	160,500	24,700	5,200	14,500
Total System Expenditures	498,650	1,022,763	980,229	839,459	817,267	826,129
Revenues						
Dial-A-Ride farebox	53,895	76,370	28,066	28,627	29,200	29,784
Fixed Route farebox			63,292	66,457	69,779	73,268
FTA Section 9 - operating		237,500	263,500	263,500	263,500	263,500
TDA - STA			17,522	45,674	50,587	49,759
TDA - LTF	268,105	113,339	419,417	381,422	368,718	363,771
Purchase of Service	20,800	21,840	22,932	24,079	25,283	26,547
Other	5,000	5,000	5,000	5,000	5,000	5,000
Total Operating Revenue	347,800	452,250	819,729	814,759	812,067	811,629
FTA Section 9 - capital		447,680	128,400	19,760	4,160	11,600
TDA - STA	97,298	48,649	32,100	4,940	1,040	2,900
TDA -LTF	53,552	48,920				
Total Capital Revenue	150,850	559,600	160,500	24,700	5,200	14,500
Total System Revenue	498,650	1,011,850	980,229	839,459	817,267	826,129

6-8

JULY 12, 1993

LODI PUBLIC TRANSIT

[DRAFT] SHORT RANGE TRANSIT PLAN
FY 1992-93 THROUGH FY 1997-98